

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS.
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERLAND TRADE REPORTER.
Subscription, paid in advance.
\$12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

No. 16,098. 號八十九零千六萬一第一日三十月十元新寶 HONGKONG, THURSDAY, NOVEMBER 25th, 1909. 五十二年一千九百零九年十一月三十日新寶 HONGKONG PRICE, \$3 PER MONTH.

NEW PIANOS ON HIRE

AT
\$10 PER MONTH.

TUNING AND REGULAR
ATTENTION INCLUSIVE.

S. MOUTRIE &
CO. LIMITED.

[140-1]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
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SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [127]

WE have received a New Shipment of
EXTRA CHOICE

ENGLISH
BACON

75 CENTS PER LB.

THE
DAIRY FARM CO., LTD.

[153]

TOYS! TOYS!! TOYS!!!
GOOD NEWS FOR THE YOUNGSTERS.

WE have just unpacked a large and varied
assortment of X'MAS CRACKERS,
X'MAS STOCKINGS, TOYS, DOLLS and
BALLS. All these Goods are of the Best
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We beg to invite Ladies and Gentlemen to
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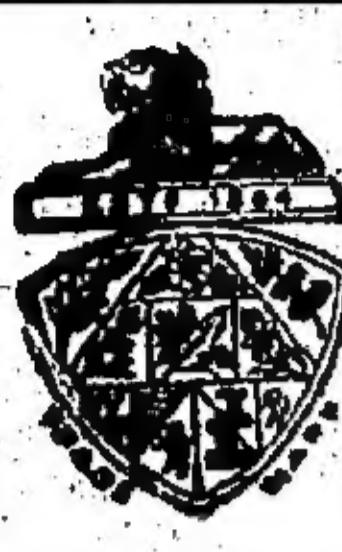
Prices very reasonable. Please extend your
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H. H. TULLO & Co.,
13 and 15, D'Aguilar St.
Hongkong, 2nd November, 1909. [1373]

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LIMITED.

TIME TABLE.

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7.00 a.m. 7.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 2 hours.
SATURDAYS.
Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
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NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to
11.15 p.m., every half hour.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Vaux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909. [1260]



TELEPHONE NO. 76.

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SHERRIES,
BRANDIES,
GINES,
WHISKIES,
VERMOUTH,
BITTERS,
LIQUEURS,
ALES, BEERS and STOUT

CALDBECK, MACGREGOR & CO.,
WINE & SPIRIT MERCHANTS,
15, Queen's Road Central.

[135]

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(CO-EFFICIENT 18/20)

The most POWERFUL DISINFECTANT in the WORLD. Guaranteed 18/20 TIMES on more effective than pure Carbolic Acid under GOVERNMENT STANDARD TEST on TYPHOID GERMS. Certificate of strength given to each buyer. NON-POISONOUS and NON-IRRITANT to HUMAN and ANIMAL life. NON-COHERIVE. ONE GALLON will make 400 GALLONS of Efficient Disinfectant.

PERFECT EMULSION IN WATER.
PRICE ... \$ 3.00 PER 1 GALLON DRUM.
" ... \$12.50 " 5 GALLON DRUM.
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PEARSON'S SAPONIFIED CRESOL

CO-EFFICIENT 10; IN 1 GALLON DRUMS. To be obtained from usual Dealers.
5; IN 1 " Prices on application.

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SOLE AGENTS FOR HONGKONG, SOUTH CHINA & JAPAN
FOR PEARSON'S ANTISEPTIC CO., LTD.

[1133]

LANE, CRAWFORD & CO.

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AXMINSTER PARQUET CARPETS

WOVEN IN ONE PIECE WITHOUT SEAM.

EXCLUSIVE DESIGNS.

SUITABLE FOR DRAWING AND DINING ROOMS.

BRUSSELS CHLIDEMA SQUARES

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KENSINGTON ART CARPETS

VARIOUS SIZES, NEW PATTERNS.

AXMINSTER, WILTON AND BRUSSELS CARPETS

ARTISTIC DESIGNS MADE ANY SIZE TO ORDER.

CALL AND SEE OUR SELECTIONS.

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LANE, CRAWFORD & CO.

WINE & SPIRIT MERCHANTS

OR

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

[131]

BRANDY ★★★★

" ★★★

" IMPERIAL WHISKY"

A MAGNIFICENT BRAND, SPECIALLY
SELECTED FOR THE FAR EAST.

WHISKY, PALL MALL

JOHN WALKER & SONS'

" OLD HIGHLAND

C. P. & CO.'S SPECIAL

BLEND

PORT WINE, INVALIDS

" DOURO

SHERRY, LA TORRE

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APPLICATION.

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SEVERAL KINDS OF HARD AND SOFT WOOD.

SUITABLE FOR SHIPYARDS AND BUILDERS.

PRICE VERY MODERATE.

MITSUI BUSSAN KAISHA, LTD.

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BREWER & CO., LIMITED.

PEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL

TELEPHONE, NO. 696.

LATEST COLONIAL NOVELS, \$1.75 EACH.

For the HOME MAIL,
CHINESE CHRISTMAS CARDS,
JAPANESE CALENDAR,
TONKIN INLAID PEARLWORK.

BOY'S OWN PAPER,
GIRL'S OWN PAPER,
LITTLE FOLKS,
SUNDAY
ANDREW LANG'S COLOUR
FAIRY TALE BOOKS.

LETTS'S DIARIES, 1910.
THE NAUTICAL ALMANAC 1910.

ORIGINAL DESIGNS
CHRISTMAS PRIVATE GREETING
CARDS.

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The GOLD MEDAL for Quality in the
Franco-British Exhibition has been awarded to

MACKIE & CO. DISTILLERS LTD.
LAGAVULIN DISTILLERY, ISLAY.

Established 1742.

Quality
MARK
OBtainable at all Stores
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SOLE AGENTS:

LANE, CRAWFORD & CO.

NOTE.—Any persons proved guilty of refilling our empty bottles with inferior Whisky
will be refused service.

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A. S. WATSON & CO.
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WINE & SPIRIT MERCHANTS.

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VERY OLD LIQUEUR

SCOTCH WHISKY

A BLEND OF THE FINEST PURE

MALT WHISKIES DISTILLED

IN SCOTLAND

OF

GENUINE AGE

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FINE MELLOW FLAVOUR.

ROBT. PORTER & CO.'S

BULL DOG
BRAND

GUINNESS' STOUT

IN PINTS. & SPLITS.

A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY

Hongkong, 8th October, 1909.

reputation the world over for statesmanship of the highest quality. It was, we believe, a foreign newspaper which first designated him "Edward the Peacemaker"—a title of which the King himself and the Empire he rules may well be proud. Appreciating as they do the value of His Majesty's great services not only to the Empire but to humanity at large, it will not be without fervour that British subjects in Hongkong and China will to-day voice the words of the national anthem that His Majesty may be spared "long to reign over us." Happily the present state of His Majesty's health gives every hope of a long continuance of his reign. Hongkong, which has always availed itself of the Sovereign's birthday to demonstrate its loyalty and homage to the Throne, will mark the present occasion in a peculiarly fitting manner, by the unveiling of statues of two well-beloved members of the Royal Family—Her Majesty QUEEN ALEXANDRA and H. R. H. the PRINCESS OF WALES. We shall then have in position around the statue of the great Queen who gave to this City her name, statues of the reigning monarch as well as the Heir Apparent and his consort. Of the statues to be unveiled with fitting ceremony by H.E. the GOVERNOR to-day that of H.M. the Queen is a public gift to the City, the cost being defrayed by the surplus of the Coronation Fund. The statue of the PRINCESS OF WALES is the gift of Mr. Mody. The Colony was indebted to the generosity of Sir PAUL CHATER for the statue of H.M. THE KING, and to Mr. J. BELL IRVING for that of H.R.H. the PRINCE OF WALES. Unfortunately this group of five magnificent bronze statues of three generations of the Royal Family will not be seen to-day to the greatest advantage owing to the continued presence of the unsightly contractors' matchsads on the ground which the Government, years ago, promised should be converted into a garden plot. When this noble group of statuary is seen completely surrounded by grass plots and flower beds, "Royal Square" will be one of the most beautiful spots in the City.

TELEGRAMS.

[Protected by the Telegraphic Message
Copyright Ordinance, 1894.]BRITISH'S SERVICE TO THE "HONGKONG
DAILY PRESS."CHINA'S CONSTITUTIONAL
PROGRAMME

LONDON, November 24th.

"The Times" in a leading article discusses somewhat sceptically the practical prospects of China's constitutional programme. Loud resistance to the Central Government is heard in the Provincial Assemblies, and this may be the first notes of the coming storm.

THE CHINESE NAVAL
COMMISSIONERS.

LONDON, November 24th.

The Chinese Naval Commissioners launched at the Foreign Office and visited Portsmouth.

THE BUDGET DEBATE.

LONDON, November 24th.

Interest in the debate on the Finance Bill in the House of Lords is unabated.

Lord Cromer has announced that he cannot vote for Lord Lansdowne's resolution. He disapproves of the Budget and therefore abstains from voting.

LATER.—Lord Lytton has announced that he will abstain from voting on the Budget, which he says was more popular than he had thought.

M. PICHON THANKS
GERMANY.

LONDON, November 24th.

In the course of a debate on Morocco in the Chamber of Deputies, Paris, M. Pichon paid a tribute to the loyalty of Germany and thanked her for her attitude. An improvement in Franco-German relations and the general situation in Europe, he said, was notable.

SIR JOHN FRENCH COMING
EAST.

LONDON, November 24th.

General Sir John French embarks on the P. and O. steamer "Mooltan" at Marseilles on the 26th inst., on a tour of inspection of the Garrisons of China and the Straits.

STEAMER "CANTON" IN A
TYphoon.

When the Swedish steamer "Canton" arrived in port from Singapore late on Tuesday afternoon she bore unmistakable marks of having passed through the typhoon which caused much delay to shipping from the south. The "Canton" had fairly good weather until the 18th instant, when a rough sea was succeeded by a heavy gale, the wind increasing to typhoon force and the sea growing to mountainous heights. Powerful waves swept the deck, smashing the port boat deck and three of the boats hanging in the davits. One gig was washed overboard and the rod connecting the steering gear aft was snapped, thus rendering the vessel unmanageable. The steering gear was eventually secured to the windlass, but this had to be done by the windlass, while the engine-room skylight was stove in and the engine-room half flooded. All the gear above board was more or less damaged, and the starboard bow of the vessel was slightly stove in. During this thrilling experience no lives were lost, but officers and crew had a very trying time till the storm abated.

WEATHER REPORT.

On the 24th at 12.05 p.m.—The barometer has risen considerably over China and Formosa, and fallen quickly in Japan and at Vladivostok.

Two depressions exist over the Japanese area, one off the S. coast of Japan, the other over the N. part of the Sea of Japan. They are moving Eastwards.

Area of high pressure are lying over the Pacific to the E. of Japan, and over the ocean to the N. of the Yangtze valley.

Strong to heavy snowstorms may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

Hongkong & neighbourhood, strong N. winds, 10 miles, equally. Formosa Channel, N.E. gale. South coast of China between N. to N.E. Hongkong and Lantau, winds, strong to gale. South coast of China between Hongkong and Hainan, N. gale.

KING'S BIRTHDAY CELEBRATIONS.

REVIEW OF NAVAL BRIGADE BY
H.E. THE GOVERNOR.

Immediately on completion of the unveling ceremony in the Statue Square this morning, the programme for which we have previously published, H.E. the Governor will proceed to H. M. Dockyard in the Comodoro's steam barge "Pearl", and on landing will be received by a Guard of Honour composed of the Naval Yard Police Forces.

A review of a Naval Brigade, consisting of Bluejackets and Royal Marines from the Fleet in Harbour, will then take place.

The parade will be held on the open ground to the West of the Admiralty Dock. The general public will be admitted to the Dockyard, and are requested to use the Murray Road entrance, which will be specially opened for the occasion.

Residents on production of their visiting cards at the small gates of the Murray Road entrance will be directed to the space on the Parade Ground reserved for them.

There will be reserved accommodation in the large shed facing the Admiralty Dock for the members of the Executive and Legislative Councils and their friends, also for naval and military officers and friends.

By kind permission of Lieutenant Colonel Bayard, D.S.O., and Officers, the Baffa Band will attend the Review.

SUPREME COURT.

Wednesday, 24th November.

IN CRIMINAL JURISDICTION.

BEFORE THE ACTING CHIEF JUSTICE
(HON. MR. KEE DAVIES, K.C.)

THE MURDER TRIAL.

The trial of the second Chinese for complicity in the murder of two Indian police in the New Territories on August 26th was resumed, the Acting Attorney-General (Hon. Mr. F. A. Hazeland) continuing the case for the prosecution.

The Attorney-General said he wished to call the Police Court interpreter to speak to what occurred at the Police Court.

Mr. Potter objected. He did not think the evidence was admissible. This was a further attempt to discredit the evidence of Mak Lin Fuk, the condemned man, who yesterday contradicted the statements accredited to him in his deposition.

His Lordship doubted if the Attorney-General could call evidence to prove the contents of the depositions which he had already ruled were inadmissible.

The evidence was then rejected, and the statements made by the prisoner before the Magistrate after he had been cautioned were then read.

When the case for the prosecution was closed, Mr. Potter submitted that there was no case to go to the jury. His Lordship said he would refer the matter to the jury, who, after they had been addressed by Mr. Potter, brought in a verdict of not guilty without waiting to hear the evidence for the defence. The prisoner was accordingly discharged.

MILITARY MATSHEWS DESTROYED.

Early yesterday morning two alarming reports from the vicinity of the military matshews awoke most of the residents of Kowloon and a herd over in Victoria. It was found that they were caused by the bursting of two gasolines in the aerial water factory in barracks, which with other matshews were absent.

How the fire originated is not known, but very shortly after the discovery was made some five or six matshews had been consumed. The block occupied by the native offices of the 105th Maharashtra and the 13th Hyderpuri were destroyed, and it looked at one time as if the wind would carry the conflagration to the magazine, but this contingency did not happen and the hospital also escaped.

The native soldiers were lined out to pass pails of water from the pump, but this was of little use, and when the hand carts from Yau Ma Tei and the Water Police Stations were brought to the scene they were not required. The matshews being reduced then to a mass of blackened ruins.

When the fire was at its height the flames lit up the heavens, and the many spectators witnessed a very fine spectacle. No one was injured, but the inconvenience to the soldiers is considerable.

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A WOMAN OF NO IMPORTANCE.

In "A Woman of No Importance," staged at the Theatre Royal last night, the Bandman Comedy Co. displayed another phase of their versatility, and the enthusiastic reception which they were accorded was proof of the collective and individual merits of this Company's performers.

The smart sayings in a piece which depended upon epigram and repartee were well distributed and there can be no doubt from the continuous applause that they were closely watched and readily understood.

Mr. Charles Vane and Mrs. Henry Dallal, in the principal characters of "Lord Highbury" and "Mrs. Arbutnott," proved equal to their task, the hearty reception of the audience manifesting the success with which they had filled their allotted roles. Miss Blanche Forsythe as "Lady Highbury," Miss Lucy Beaumont as "Lady Caroline" and Miss Lillian Russell as "Mrs. Almara" were all that those characters represented, while Mr. E. Granby, in the small but interesting role of an archdeacon, proved entirely satisfactory.

The whole play went with a swing which showed that "A Woman of No Importance" was not the least important piece in the repertoire of the Bandman Comedy Co.

THE INTERPORT CRICKET
MATCH.

THIRD DAY.

HONGKONG v. STRAITS.

Considerable interest was manifested in the third day of the interport cricket meeting when the Hongkong versus Straits match was commenced. As before, ideal weather favoured the players, and an exceptionally fast game resulted. Captain Beasley and Captain Barrett, of Shanghai, undertook the duties of umpiring, while Mr. W. D. Jupp acted as official scorer.

Hubback, the Straits captain, won the toss and sent in his side to bat. Baird and Bird did extremely well with the bowling and secured wickets fairly quickly till Zehnder and Hennessy were partnered, and then a good stand was made. Curiously enough, the batsmen collapsed after fifteen, and only four runs were made before the last man was caught, Hongkong, too, made rather an indifferent start, Elbrough being caught for one, and Maundrell being bowled for four, while Edwards, whose supporters were sanguine he would make a big score, only made 16 before he, too, was bowled. However, Baird and Turner put a better aspect on the game when they got together, and they ran up over 100 between them. Neither of their successors did brilliantly, though Bagwell supplied a useful 18. Within five minutes of time it looked as if the home team would carry their innings overnight, but Bird was caught out on the stroke of five, and Hongkong were all out for 211, which was 32 more than the Straits' score.

The visitors won the toss and elected to bat first, sending in Eddis and Grenier to face the bowling of Bird and Oliver. Eddis received from Bird and was almost caught by that bowler in the second hit, a two resulting from the miss.

The next over proved expensive for Hongkong, Eddis getting three boundaries in succession off Oliver, and runs continued to be made off both bowlers, the field not being disposed to catch the batsmen. Thirty runs were put up in the first quarter of an hour, but they came more slowly afterwards. Baird took over the bowling from Bird and a fresh disposition of the field was made. Eddis promptly sent Baird to boundary and almost lost his balls to the next delivery. However, the third ball brought his career to an end. He tipped it off his bat and was cleverly caught by Garnett. Baird 181-6-33. The average was still maintained, 30 runs per wicket. Bagwell joined Garnett, who was caught at once by Zehnder. 182-7-10. This reduced the average to 26 runs per wicket. Another military combination was established, Green being the ninth man to go to the wicket, and when they had carried the score to three short of the second century Clarke took over the bowling from MacKenzie. Before the 200 was reached Green was caught by MacKenzie at mid-off. 199-8-8. This further reduced the average to just under 24 runs per wicket. At a quarter to five Oliver went to the wicket and Bagwell hit the 200th run off Hubback, who had meanwhile relieved Hennessy. Five minutes later Bagwell was caught at the wicket by Maartens. 208-9-18. The average was now 23 runs per wicket. Bird was the last man to go to the wicket and the left-handed batsman faced a left-handed bowler. He was caught out by Hubback just on the stroke of five. 211-10-1.

STRAITS.

(First Innings.)

B. L. Eddis, o. Garnett, b. Baird..... 29

N. E. Grenier, o. Green, b. Baird..... 24

L. Clarke, b. Bird..... 1

T. E. Hubback, o. Garnett, b. Bird..... 23

T. E. Hickley, b. Baird, b. Bird..... 0

R. C. Brown, run out..... 2

A. Maartens, o. Pearce, b. Bird..... 0

H. R. S. Zehnder not out..... 23

Dr. Hennessy, o. Garnett, b. Bird..... 25

R. G. Cavendish, o. Green, b. Bird..... 0

Extras..... 0

Total..... 179

Bowling Analysis.

O. M. R. W.

Bird..... 16 1 60 5

Oliver..... 7 2 56 3

Baird..... 13 1 67 3

Garnett..... 4 0 26 0

Bagwell..... 3 1 5 0

Total..... 211

Bowling Analysis.

O. M. R. W.

T. E. Pearce, o. Eddie, b. Hennessy..... 35

A. C. Elbrough, o. Eddie, b. MacKenzie..... 4

Rev. W. H. Maundrell, o. Eddie, b. Clark..... 4

Captain Baird, b. Hennessy..... 17

THE MOOSA EBRAHIM CASE.

EXAMINATION OF S. M. E. ALLANA.

The hearing was continued before Mr. E. R. Halifax at the Magistracy yesterday afternoon of the case in which Moosa Ebrahim was charged with a number of offences against the Bankruptcy Ordinance.

Mr. F. B. L. Bowley, Crown Solicitor, appeared for the prosecution, while the defendant was represented by Mr. C. E. H. Beavis (of Messrs. Wilkinson and Grist).

S. M. E. Allana's examination was continued. He said he went to the office of Messrs. Hastings and Hastings on November 7th, 1907. The 8th was a Mahomedan holiday, and the 9th was kept for the King's birthday. He knew a man named K. Elias, who was an uncle of the defendant. Witness saw this man on November 7th. On November 9th defendant paid witness \$8,000 in bank notes in Allana and Co.'s shop. This was about nine o'clock at night, and defendant's clerk was present. He was now witness thought, in India. When the defendant gave Allana the money he told him that he might be imprisoned, and if he engaged a lawyer or a barrister, the expenses were to come out of that money.

Did he tell you what to do with the balance?—He told me to put the balance into my shop, and to look after his family.

Proceeding, witness said that after he had received this money he went home with the defendant to take dinner. Defendant's uncle and clerk were then present. After dinner the defendant, his uncle and witness went for a walk, returning to the same house between eleven and twelve midnight. Before going to bed the defendant gave his uncle bank notes for \$15,000. Witness did not see the roll of notes counted, but the defendant said there were \$15,000, and told his uncle to look after his (defendant's) children.

Do you know where the defendant got this money from?—No.

Do you know an Indian called H. Molida?—Yes, he was employed by the defendant.

What did you do with the \$8,000?—Kept it for some time in a safe. Later I put \$5,000 in current account at the Deutsche Asiatische Bank.

In what name?—My own. What did you do with the balance of \$3,000?—On November 13th I put it in the Yokohama Specie Bank, in current account, in my own name.

Did you draw cheques on those accounts?—Yes. The first was for \$500, which I paid to the defendant.

Did you draw another cheque for \$500?—Yes, and paid the amount to the defendant.

Did the defendant say anything to you about these two sums of \$500?—He said he must pay them to Messrs. Wilkinson and Grist.

Did you also buy a sterling draft for £500?—Yes, from the Yokohama Specie Bank, at the defendant's request.

What did you do with that draft?—A week later defendant told me to sell it, and I lost \$200 odd on the transaction.

You know the defendant filed his petition in bankruptcy on 10th January, 1908?—Yes.

And Mr. Kemp has told us that you paid him some money. Can you tell us about that?—On January 24th Mr. Kemp, a bailiff and an usher called at my shop. I was sitting at a table, and the defendant told me that the Official Receiver had a warrant to take that money. I asked him why he did not tell me before, and he said, "If you do not give me the money they will put me in gaol." I said I had \$4,800 only in the bank. The rest was in the shop. Defendant told me to tell Mr. Kemp that I'd pay the rest of the money, a few days later. I gave the defendant a cheque for \$4,800, which he endorsed and handed over to Mr. Kemp. Subsequently I made other payments to Mr. Kemp.

Do you know Mr. Moxon?—Yes.

Did you see him on January 26th?—Yes, in the National Bank of China.

The defendant in his statement of affairs put down as a creditor, "S. E. Allana and Co., \$3,000." Did your firm owe him that amount?—Yes, about \$4,000.

What for?—Goods delivered, and in respect of this amount the defendant took a promissory note for \$3,000.

Had that promissory note anything to do with the \$3,000 that you received from the defendant?—No.

Did you by this deed (produced) agree to contribute \$3,000 to the debtor's trustee?—Yes.

Why?—The defendant told me if he did not pay so many thousand dollars he could be put in gaol. He told me to pay this amount and deduct it from his share in Allana and Co.

Are the two sums of \$3,000, one owing by Allana and Co. and one you promised to contribute, different or the same?—Different.

Have you got the partnership book of S. E. Allana and Co.?—No.

In November, 1908, you transferred the business of Allana and Co. to Marican?—Yes.

How did that come about?—A creditor pressed me to pay. I told the defendant we had no money and asked what we should do. He said as my name had appeared in the newspaper, it would be better to transfer the business to Marican. I asked him on what conditions. He said the transfer to Marican would be purely nominal, and we would hold a half share each as before.

When you transferred to Marican what was the price?—\$12,600, payable in monthly instalments of \$400, which was arranged by defendant.

Did you say anything to defendant?—I told him my book debts were worth over \$9,000, and my goods were worth over \$22,000. My creditors knew this, and I transferred I told me he had committed a big fraud and did not go to gaol, and told me to have no fear.

Mr. Beavis objected. The conversation was not relevant to the case, and was extremely prejudicial to the defendant.

Mr. Bowley—I think it is relevant, but I have no objection to your witness omitting it. Mr. Bowley (to witness)—Did the defendant persuade you to carry through this transaction?—Yes.

Was anyone else present when you and the defendant were talking over this transaction?—Marican.

Did he take any part in the conversation?—Marican said, "If you do not transfer, the defendant will lose his share and you will lose yours."

And you did sign a deed of transfer to Marican?—Yes.

The hearing was again adjourned.

THE STRANDING OF THE S.S. "TAK HING."

MARINE COURT OF INQUIRY.

A Marine Court was held at the Harbour Office yesterday to inquire into the circumstances connected with the stranding of the river steamer *Tak Hing*, of which Captain W. Bishop was master. The Court was composed of Commander Basil R. H. Taylor, R. N. (Stipendiary Magistrate), President; Lieut. H. Butterworth, R.N., H.M.S. *Tamar*; Captain E. Bootham, master of the a.s. *Empress of India*; Captain G. B. Wigfull, master of the a.s. *Maus Sang*; and Captain H. W. Walker, master of the a.s. *Kwong Tung*.

Mr. R. A. Harding appeared for the Sze Yap Steamship Co., and Mr. C. D. Wilkinson (of Messrs. Wilkinson and Grist) represented the captain.

The letter of Mr. R. A. Harding, solicitor for the Sze Yap Steamship Co., Ltd., applying for an inquiry, and the Governor's warrant constituting the Court, were read.

The President—First of all, we propose to take the evidence of the master.

Mr. Wilkinson—Not on the happenings on this particular occasion. This is more in the nature of a prosecution.

The President—It is an inquiry and we want to get at the facts of the case. I understand the mate cannot be here to-day, so we shall have to have another sitting. (To Mr. Harding)—Take it the owners were not on board the ship at the time?

Mr. Harding—No.

Mr. Wilkinson—I know nothing at all about the allegations. Allegations of negligence have been made, and it seems to me that my friend should state them.

Mr. Harding said the allegations were that the captain did not take proper precautions to save the ship. The steamer left Hongkong for Kongmoon on October 16th at six in the evening, the black typhoon signals being hoisted in the harbour at the time. The *Tak Hing* arrived at Kongmoon at four o'clock on the following morning, and anchored between the *Hoi Ming* and *Tai On*. Later in the day the wind gradually grew stronger, and at about 6 p.m. the *Hoi Ming* and *Tai On* left their anchorages and took shelter under the lee of the land on the other side of the river. The first and second pilots then had a consultation, in consequence of which the first went to the captain and asked whether the ship should not be removed to a safer anchorage. The captain said "No," and the typhoon came on strongly at 9.30. At that time, although there were three anchors on board, only one was down. The vessel drifted from 9.30 till 12 o'clock, when she got ashore, and it was only when she touched bottom that a second anchor was lowered, and that was taken up fifteen minutes after it was put down. The Steamship Co. had since applied for the captain's log book, but had not received it.

Mr. Wilkinson handled the log book.

The chief Chinese pilot on the S.S. *Tak Hing* spoke to the state of the weather when the *Hoi Ming* and *Tai On* left for shelter, and at his subsequent interview with the captain, when the latter said he did not wish to remove the steamer. Between nine o'clock and midnight the steamer was drifting until she got near the shore. There was then only one anchor down, but a second was put down at 12.00 a.m., when the vessel was ashore. This, however, proved of no use and it was raised again.

Examined by Mr. Wilkinson, witness said he entered the employ of the Sze Yap Co. about three years ago. Formerly he was a quarter-master.

Are you a qualified pilot?—Yes.

Have you got a certificate?—No.

The President said he did not think pilots for the West River were licensed.

What are your hours of duty?—As long as the steamer is running.

And when it stops your duties cease?—That is so.

Were the duties of the other pilot also finished when the ship anchored?—Yes.

Proceeding, witness said the *Hoi Ming* and *Tai On* left for shelter about 5.30 p.m., and the *Tak Hing* shifted berth at 6 p.m. The weather was very bad after that, and witness remained below until he got ashore. He could not say anything more than what the second pilot told him. The anchors on the steamer were old ones. The starboard anchor was used on the occasion in question, the port one being rather small.

In reply to the President, witness said the engines were not working at nine o'clock when the ship began to drag, although steam was up.

When the second pilot shifted the ship the master was on the bridge. The *Tai On* and *Hoi Ming*, which crossed to the other side of the river, were in a more sheltered position than the *Tak Hing*.

The second pilot of the *Tak Hing* said he was on the second deck of the steamer when the typhoon began to blow, and there was only

one anchor down. At about midnight the vessel went ashore.

Cross-examined by Mr. Wilkinson:

What was the object of letting a second anchor go after the ship had gone ashore?—I don't know. That is the business of the master.

Who let it go?—The boatswain.

Did you see any passengers taken on board the *Tai On* or *Hoi Ming*?—No.

Neither of these ships was aground?—The *Tai On*.

And isn't it a fact that she was driven ashore by this typhoon?—I don't know.

By the President—Before the *Tak Hing* began to drag, was she shifted from where she originally anchored?—Yes, she was shifted about 100 feet to the north-west.

Where were you when the ship was being shifted?—On the bridge.

Who gave the orders?—The master.

How was the starboard anchor weighed next morning?—By a sampan.

By Lieut. Butterworth—How do you know the ship began to drag shortly after nine o'clock?—Because I was on the steamer and felt her dragging.

Did you take any steps to inform the master or the mate?—I told the first pilot to see the captain about it.

By the President—Was the lead over the side?—Yes, over the starboard side.

Were the engines working after the ship shifted berth until she went ashore?—Yes.

When?—They started about midnight.

About the time you went ashore?—Yes.

Were they going ahead or astern?—Ahead.

What side of the ship struck the shore first?—The port stern.

The boatswain was the next witness called. He said that as boatswain, he put down the anchor by order of the captain. The typhoon began to blow after 3 o'clock, and continued in force till after 9 o'clock, the ship still having one anchor down. The ship was pitching and rolling badly before she went ashore. The engines were not working between 9 o'clock and the time the ship went ashore.

Cross-examined by Mr. Wilkinson:

Are you still in the employ of the Company?—Yes, and I left my present ship on Saturday to come here.

Where were you when the storm was blowing at 9 o'clock?—I was in the bows of the ship standing by the anchors.

Did you remain in the bows after the ship went ashore?—I was in the bows till the Chief Officer told me to raise the port anchor.

How did the ship go on shore?—On the port side.

Captain Bishop, master of the *Tak Hing*, stated that at 3.45 on the afternoon of the 19th the steamer arrived at her usual berth at Kongmoon. There was a fresh strong breeze from the N.N.W. which afterwards changed to the north. At 6.15 the vessel was shifted from her berth to the eastern shore. The *Hoi Ming* had shifted earlier, and the *Tai On* later. The vessel held on with her starboard anchor until 11.45 p.m., when witness let go the port anchor. There were then no indications of the ship having dragged. The port anchor was let go to steady the steamer, as she was nearly on her beam ends. The *Tak Hing* took the ground at 12.45 a.m. just after the hardest squall. The vessel seemed to be lifted up and pitched on to the bank. The steamer was not hard and fast when witness let go the port anchor, which was weighed at 2 a.m., was of no use, as the fakes were worn away and it would not hold.

By Mr. Wilkinson—The mate was the only person with witness, except the second pilot, who had a cast of the lead after shifting his berth, after which he disappeared. Neither of the pilots spoke to witness, but he found a Chinese in the wheel room, apparently asleep, and knocked him out. The vessel's windlass was of very bad, the General had applied to the Viceroy to start an opium bureau on his own account in which the he can deal with smokers found in the ranks. There is no money, however, available for such an institution, and he is not likely to get the two thousand tsels for its start for which he has asked the Viceroy.

EDUCATIONAL MATTERS.

It has come to the ears of the Minister of Education that Middle and Normal Schools have not yet been established in all the prefectures of the province. He has ordered the Viceroy to take such steps as are necessary to open Middle Schools in every prefecture before the expiration of another year, but he states that one Normal School may be sufficient for the needs of two or three prefectures. The Viceroy has notified the Educational Commission of these messages.

A COBRAIDED CREW.

Yet another story illustrating the wantonness of the force, with which this district is supposed to be protected. A man of the Pan Yin district hired a plot of land at a place called Shek Moon to grow rice. He took his wife and two children (sons) in a boat to reap the grain. During the evening the little family was attacked by an armed gang who endeavoured to kidnap the boys. The parents made a brave resistance, but the two boys were captured. The youngest one was severely wounded, but the bandits for all that dragged him along. Soon after he died, and they threw his body on the roadside. Now while all this trouble was going on they were within halting distance of a guard-boat. During the fight the parents shouted for assistance, but none came. After the robbers had gone, the father begged the guards to go in pursuit, but they would not listen to him. He then begged the loan of a gun to pursue them himself, but they took no heed of him. During the fight both father and mother recognised one of their assailants as a man who worked in a gambling house. The father reported the case to the district magistrate and the man was arrested. The father and mother insisted that the man was one of the gang and offered to undergo punishment if their words were proved false. The arrested man was detained, but later on he was bailed out by the proprietor of the gambling house for whom he worked.

DEFYING THE LAW.

It is well known efforts are being made to restrict gambling in the city. Some weeks ago, for a breach of the regulations, a gambling house was confiscated by the Government, who, however, allowed the owner of the place to redeem it on the express condition that it should no longer be used as a gambling house. The owner almost immediately re-let the house to a man who at once opened a gambling concern. The Kai-fong, becoming displeased at this defiance of the law, sent in a petition to the Nam Hoi Magistrate. That officer at once sent men to seize the house. It was closed and the door stamped with the official seal. It is likely that both proprietor and tenant will be severely dealt with.

The inquiry was adjourned until Friday morning.

LATEST STEAMER MOVEMENTS.

The H.A. Linie str. *Sidra* left Shanghai on the 24th inst. a.m., and may be expected here on or about the 27th inst.

The Glen Line str. *Glenarvel* left Singapore on the 24th instant a.m., and is due here on about the 30th inst. a.m.

The I.G.M. str. *Princess Alice*, which left here on the 17th instant at noon, has arrived at Singapore on the 25th instant at 10 a.m.

The Bank Line str. *Ramorico* left Shanghai on the 24th instant for Vancouver and Tacoma via Japan.

CANTON.

(FROM OUR OWN CORRESPONDENT)

November 23rd.

**NAPIER JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.**



UNVARIED FOR
THE SAME TODAY AS IN 1746.
150 YEARS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from All Wine Merchants. '52
GENUINE CHEAP SALE.

LESS THAN ROCK
BOTTOM PRICES.

Enquire within and be convinced.

HOOSAIN-ALI & CO.,
14, Queen's Road Central.

Hongkong, 2nd November, 1909. [41]

THANG HING & CO. DEALERS IN

Jewellery, Gold and Silver Smiths,
Silk Goods, Chinese Embroideries, Crapes
Shawls, Bedspreads, Best Grass-cloths,
Skirtwaists, Dresses, Table-cloths,
Ivory, Sandalwood Fans, &c.
JADESTONE, CUEJOS, FANCY WARES,
etc.

Wholesale and Retail at Moderate Prices;
Also dealers in
CHINA WARES, WATCH MAKERS
102, Queen's Road Central, Opposite Market.
[1349]

SINGON & CO.

IRON, STEEL, METAL and HARD-
WARE MERCHANTS. Wholesale
and Retail Ironmongers, Pig Iron and
Foundry Coke Importers. General Store-
keepers and Shipchandlers. Nos. 35 & 37, HING
LOONG STREET, (2nd Street, west of Central
Market) Telephone No. 515. [583]

LADIES'
SHOES.
JUST LANDED.

A. TACK & CO.
26, DES VŒUX ROAD, CENTRAL.

Hongkong, 22nd November, 1909. [37]

A LING & CO..
19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS
STORE.

Photographic Goods of every Description
in Stock.

Developing and Printing Undertaken
Hongkong, 31st July, 1907. [1327]

**mitsu bishi dockyard
AND ENGINE WORKS,
NAGASAKI.**

CODE WORD: "DOCK"
A.1. A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK NO. 3.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 964 "

Width of Entrance on Bottom... 882 "

Water on Blocks at Spring Tide 342 "

DOCK NO. 1.

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide 62 "

DOCK NO. 2.

Extreme Length... 371 feet.

Length on Blocks... 350 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide 22 "

PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with

LATEST PLANTS and APPLI-

ANCES to undertake BUILDING or

REPAIRING SHIPS, ENGINES, and

BOILERS; and also ELECTRICAL

WORK.

A LARGE STOCK of MATERIALS is

always kept on hand.

The COMPANY has the powerful steamer

"OURA-MARU" (712 tons, 700 I.H.P.)

specially built for SALVAGE PURPOSES

equipped with necessary gear, always ready

Short Notice. [580]

INSURANCES

NOTICE

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rated Rates. JOHN D. HUMPHREYS & SON, Hongkong, 18th August, 1909. [1083]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE

OCEAN MARINE INSURANCE CO.

TOTAL FUNDS AT 31ST DECEMBER, 1908

£19,121,310.

I. Authorised Capital £6,000,000
Subscribed Capital 3,275,000
Paid-up Capital 1,212,500 0 0
II. Fire Funds 3,204,753 7 10

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 14th August, 1909. [908]

A LL and every thing from
FATHER TUCK.
Popular Packets of
18 Selected X'MAS CARDS for 50 Cents Only.

CALENDARS, HALF MASKS, PICTURE and
PAINTING BOOKS, MECHANICAL and ROCKING
ANIMALS, PICTORIAL PUZZLE POSTCARDS,
KINDERGARTEN, A.B.C. of ANIMALS,
ALBUMS, RELIEF SCRAPES, CHRISTMAS AUTO-
STATIONERY, &c., &c. Inspection Invited.

GRAUA & CO.
27, DES VŒUX ROAD.

Second reading of the Bill entitled An Ordinance to amend the Liquor Licences Ordinance, 1902, and the Liquor Licences Extension Ordinance, 1908, and to repeal the Liquor Licences Amendment Ordinance, 1902.

* Will not be proceeded with at this meeting.

YACHTING.

The second Royal Hongkong Yacht Club race was sailed on Saturday afternoon, the 20th inst., over the following course:—Chamal Rocks (starboard), Mark boat Quarry Bay (starboard), Cuckoo Rock buoy (starboard), Channel Rocks (starboard). The weather was fine with a moderate breeze varying from N.E. to S.E.

Six boats started in the handicap class, viz., Vernon, Dione, Kathleen, Min, Colleen and Erica; and in the one-design class four, viz., Halycon, Bonito (II), Daphne and Alannah.

Second reading of the Bill entitled An Ordinance to amend the Tramway Ordinance, 1902.

* Will not be proceeded with at this meeting.

BETTER THAN COPAIBA
MATICO
GRIMAU & CO. CHEMISTS PARIS

Renowned Physicians prescribe Grimaud's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute Croup, Coughs, Colds, &c. The Cough, which is caused by catarrh in the bronchi, is removed by Matico.

MATICO INJECTION is used in recent

MATICO CAPSULES in the bronchitis

CURE FOR ASTHMA
GRIMAU & CO.
INDIAN CIGARETTES

For asthmatic people who suffer from
OBSTRUCTION in Breathing, HAEMOPTYSIS,
HAEMORRHAGE, INSOMNIA, and DIFFICULTY
in EXPIRATION.

Grimau's Cigarettes render the respiration easier, cut short the paroxysms, and remove the feeling of tightness across the chest.

GRIMAU & CO., PARIS
Sold by all Chemists.

122

AS SUPPLIED TO THE HOUSE OF
LORDS AND HOUSE OF COMMONS.

THORNE'S
OLD VAT

PER CLASS

ONE DESIGN CLASS.

ONE DESIGN CLASS.

A SIBERIAN HOTEL.

An Italian traveller has recently published a very well written and most amusing account of a trip round the world in a motor-car. Of his experience in a Siberian hotel he tells the following:—

In Europe the poor wight who is compelled

to sleep in a bed that is not his own is despoiled

with decency; in America with effrontery; in

Siberia with delicacy and sweetness, as though

by the soft white hands of a woman. The

room is a fine one, airy and light, a splendid

red carpet. The price? "There's nothing—

a mere trifl," says the man with a smile of disdain. You are silent, mortified. There

are some more bows; then everyone disappears.

There is no water in the basin; there is

no soap; the towels have been carried away

by the servant. You ring a bell, and in

desperation explain your needs as best you

can. The water appears; it is paid for separately.

ten kopecks a pail. The soap is not included

in the count. It costs 2½ roubles. Then

the towels arrive. The good lady brings

you three, naturally costing forty kopecks each.

Under the heavy curtains by which it

is hidden, the bed is bare. You ring again,

believing that somebody has forgotten to make

it. Ten minutes later it is made, but the two

sheets, the three blankets, the two pillows, and

the coverlet, which are not included in the price

of the room, cost you the trifl of five roubles 80

kopecks.

Gradually all this becomes an obsession, an

obsession; you dare not take a single step across

the room for fear of knocking against a piece

of furniture or moving a chair, for which you

will be asked to pay more and more kopecks.

There is a dinner a *gratuit*; but the time

is not fixed. By a strange combination of

circumstances nothing is less fixed and more

fantastic than this hour, which gallops every day

all over the face of the clock, fleeing from the

adventurous dinner without ever allowing itself

to be caught. Whatever efforts you may make

whatever subtleties and audacities you employ,

the waiter will always be ready to tell you, with

a countenance full of grie, that ten, or five, or

a countenance full of grief, that ten, or five, or

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SHIPPING.

ARRIVALS.

CHINA, Austrian str., 3,668, G. Berggrull, 24th Nov.—Shanghai 20th Nov., General Sander, Wieler & Co.
CHINHUA, British str., 24th Nov.—Canton.
COWIE, British str., 3,155, Daniel, 23rd Nov.—San Francisco 20th October, Bulk Oil—Asiatic Petroleum Co.
DAIWA MARU, Jap. str., 900, Y. Kuburaki, 24th Nov.—Swatow 25th Nov., General Ochiai, Shonen Kaisha.
FEI, Norwegian str., 860, C. Wiglo, 23rd Nov.—Manila 19th Nov., Thoresen & Co.
HATCHING, British str., 1,267, W. C. Passmore, 24th Nov.—Coast Ports 23rd Nov., General Douglas, Laprak & Co.
LOYAL, German str., 24th Nov.—Canton.
NIKKO MARU, Japanese str., 3,433, M. Yagi, 24th November—Yokohama 15th Nov., General—Nippon Yusen Kaisha.
RAJAHU, German str., 1,189, H. Bremer, 23rd November—Bangkok 11th Nov., Wood and Rice—Butterfield & Swire.
SEISHU MARU, Japan. str., 1,805, T. Sugi, 24th November—Anping 20th, Amoy 22nd, Swatow 23rd November, General—Osaka Shonen Kaisha, P.
TRIUMPH, German str., 768, Jacobson, 23rd November—Hokow 22nd Nov., General and Pigs—Jeben & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
24th November.
Bujun Maru, Japanese str., for Swatow.
Chishua, British str., for Shanghai.
FRI, Norwegian str., for Haiphong.
Fukui Maru, Japanese str., for Kuchintzu.
Fukuy Maru, Japanese str., for Moji.
Haldis, Norwegian str., for Bangkok.
Hongnok, British str., for Amoy.
Omura Maru, Japanese str., for Moji.
Rejoh, German str., for Bangkok.
Sorau Maru, Japanese str., for Swatow.
Triumph, German str., for Hokow.
Tsinanfu, Chinese str., for Saigon.

DEPARTURES.

24th November.
AJAX, British str., for Shanghai.
HAIRUN, British str., for Swatow.
HONGKONG, French str., for Hokow.
KUMANO MARU, Japanese str., for Nagasaki.
PREM PERH, British str., for Saigon.
SENEGAMBIA, German str., for Shanghai.
SUNGKANG, British str., for Cebu.
VANDALIA, German str., for Shanghai.
WAKASA MARU, Jap. str., for Singapore.

SHIPPING REPORTS.

The British str. Hatching reports: Moderate N.E. winds and sea, clear weather.

VESSELS IN DOCK.

November 24th.

ABERDEEN DOCK.—
KOWLOON DOCK.—
Sui Tai, Kniesberg, Bourbon, Kircoutry, Eskdale.

COSMOPOLITAN DOCK.—

TAIKOO DOCK—Yingchow, Kunchow, Dagry, Wyneric, Denavonge, Anglin, Tean.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TIRESTE (DIRECT)
Calling at SINGAPORE & PENANG
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ AND PORT SAID.
(Taking Cargo at through rates to the BEAUXIS,
to PERSIAN GULF, RED SEA, BLACK
SEA, VENICE, LEVANT, and
ADRIATIC PORTS).

THE Company's Steamship.

"CHINA." Will be despatched as above on or about the 24th inst.
This Steamer has splendid accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight, apply to:

SANDER, WIELER & Co.,
Agents,
Princes Buildings.
Hongkong 1st November, 1909. [3]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast).

THE Steamship.

"WYNERIC." Will be despatched for the above Ports on SATURDAY, the 27th November, 1909.
For Freight, apply to:

ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 23rd November, 1909. [1345]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship.

"LIGHTNING." Captain A. E. Genies, will be despatched for the above ports on TUESDAY, the 30th inst., at 3 P.M.
For Freight or Passage, apply to:

DAVID SASOON & Co., LTD.,
Agents.
Hongkong, 24th November, 1909. [1441]

REGULAR STEAMSHIP SERVICE
(WITH LIBERTY TO CALL AT MALABA
COAST).
PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.
"LOWTHER CASTLE" On 7th Dec.
FOR NEW YORK.

"SHIMOSA" 18th Dec.
For Freight and further information, apply to:
DODWELL & Co., Ltd.,
Agents.
Hongkong, 24th November, 1909. [1399]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K." nearest Hongkong "L," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & CO.	BRIT.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON, HULL & ANTWERP	BRECONSHIRE	Brit. str.	—	Tomlinson	JARDINE, MATTHESON & Co., LTD.	To-morrow.
LONDON, &c., VIA USUAL PORTS OF CALL	ABASATE	Brit. str.	—	Owen Jones, E.N.R.	P. & O. S. N. Co., LTD.	On 27th inst., at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str.	—	H. W. Kenrick, E.N.R.	P. & O. S. N. Co., LTD.	About 1st Dec.
HAMBURG & ANTWERP VIA STRAITS, &c.	EBISGAWA	Ger. str.	k. w.	Schwinghamer	HAMBURG-AMERIKA LINIE	On 6th Dec.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	ABARIA	Ger. str.	k. w.	Neumann	HAMBURG-AMERIKA LINIE	On 20th Dec.
HAVRE & HAMBURG VIA STRAITS, &c.	SELVIA	Ger. str.	k. w.	Pozziens	HAMBURG-AMERIKA LINIE	On 25th inst.
HAVRE, ROTTERDAM & HAMBURG, &c.	SILESIA	Ger. str.	k. w.	v. Hoff	HAMBURG-AMERIKA LINIE	On 13th Dec.
COPENHAGEN, GOTHEBORG & BALTIMORE PORTS	SENEGAMBIA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERIKA LINIE	On 1st Jan.
MARSEILLES & HAMBURG VIA STRAITS, &c.	CANTON	Dan. str.	—	MELCHERS & CO., LTD.	About end of Dec.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ERNEST SIMONS	Jap. str.	—	Guard	JARDINE, MATTHESON & Co., LTD.	On 7th Dec., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SADO MARU	Jap. str.	—	G. C. Hurry	NIPPON YUSEN KAISHA	On 8th Dec., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIBANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 22nd Dec., at D'light
MARSEILLES & HAMBURG VIA STRAITS, &c.	TANGO MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 5th Jan., at D'light
SHIOMA	SHIOMA	Ger. str.	k. w.	Selmer	HAMBURG-AMERIKA LINIE	On 5th Jan., at D'light
SIAM	SIAM	Dan. str.	—	O. Pahne	MELCHERS & CO., LTD.	End of Jan.
KLEIST	KLEIST	Ger. str.	—	Shaw	JARDINE, MATTHESON & Co., LTD.	On 1st Dec., at Noon
CHINA	CHINA	Aus. str.	—	Shaw	SANDER, WIELER & CO.	About 24th inst.
INDRAMAYO	INDRAMAYO	Brit. str.	—	Dodwell	SHEWAN, TOME & CO.	On 14th Dec.
SHIMOSA	WYNERIC	Brit. str.	—	Arnold	ARNHOLD, KARBERG & CO.	On 27th inst.
LOWTHER CASTLE	LOWTHER CASTLE	Brit. str.	2 m.	Arnold	DOODWELL & CO., LTD.	On 7th Dec.
EMPEROR OF INDIA	EMPEROR OF INDIA	Brit. str.	1 m.	Boyd	CANADIAN PACIFIC R. CO.	On 4th Dec., at 7 A.M.
PRINCE WILHELM	PRINCE WILHELM	Brit. str.	—	Boyd	DOODWELL & CO., LTD.	On 15th Dec.
PRINCE WILHELM	PRINCE WILHELM	Brit. str.	—	K. Kawara	CANADIAN PACIFIC R. CO.	On 15th Dec., at Noon
PRINCE WILHELM	PRINCE WILHELM	Brit. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 4th Jan., at Noon
PRINCE WILHELM	PRINCE WILHELM	Brit. str.	—	H. Yamamoto	OSAKA SHOSEN KAISHA	On 17th Dec., at Noon
TAIYUAN	TAIYUAN	Brit. str.	1 m.	M. Yagi	TOYO KISEI KAISHA	On 10th Dec., at Noon
PRINCE WILDEMAR	PRINCE WILDEMAR	Brit. str.	—	M. Dawson	NIPPON YUSEN KAISHA	To-morrow, at Noon
KUMANO MARU	KUMANO MARU	Jap. str.	—	F. Iske	BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.
MISHIMA MARU	MISHIMA MARU	Jap. str.	—	M. Winckler	MELCHERS & CO., LTD.	On 3rd Dec., at D'light
YAWATA MARU	YAWATA MARU	Jap. str.	—	A. E. Moss	NIPPON YUSEN KAISHA	On 24th Dec., at Noon
AWA MARU	AWA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 18th Dec., at D'light
PRINCE SIGISMUND	PRINCE SIGISMUND	Ger. str.	—	A. Keith	NIPPON YUSEN KAISHA	On 22nd Dec., at Noon
TIJIKINI	TIJIKINI	Dut. str.	—	D. Lenz	MELCHERS & CO., LTD.	On 11th Dec., at D'light
KUEICHOW	KUEICHOW	Brit. str.	1 m.	H. Koops	JAVA-CHINA-JAPAN LINIE	About 16th Dec.
BUJUN MARU	BUJUN MARU	Jap. str.	—	G. Hooker	BUTTERFIELD & SWIRE	Quick despatch.
KWONGKANG	KWONGKANG	Brit. str.	—	Y. Fasano	JARDINE, MATTHESON & CO., LTD.	On 30th inst., at 4 P.M.
CHINHUA	CHINHUA	Brit. str.	—	F. Wheeler	OSAKA SHOSEN KAISHA	To-morrow, at Noon
TAKASAKI MARU	TAKASAKI MARU	Jap. str.	—	A. Mockler	BUTTERFIELD & SWIRE	To-day.
HIMALAYA	HIMALAYA	Brit. str.	—	L. E. S. Spicer, E.N.R.	BUTTERFIELD & SWIRE	About 26th inst.
NINGPO	NINGPO	Brit. str.	—	M. B. Lake	JARDINE, MATTHESON & CO., LTD.	On 25th inst., at 3 P.M.
SHANGHAI	SHANGHAI	Brit. str.	—	M. Courtney	JARDINE, MATTHESON & CO., LTD.	On 1st Dec., at 4 P.M.
SHANGHAI	SHANGHAI	Brit. str.	—	Brahmer	HAMBURG-AMERIKA LINIE	About 1st Dec.
SHANGHAI	SHANGHAI	Brit. str.	—	B. Wilhelmi	MELCHERS & CO., LTD.	On 2nd Dec.
ANHUI	ANHUI	Dan. str.	—	C. W. Watkins, E.N.R.	BUTTERFIELD & SWIRE	On 2nd Dec., at 4 P.M.
SHIOLA	SHIOLA	Dan. str.	—	P. & O. S. N. Co.	BUTTERFIELD & SWIRE	About 4th Dec.
LINAN	LINAN	Dan. str.	—	B. Broe	MELCHERS & CO., LTD.	On 5th Dec., at D'light
POLYNESIEN	POLYNESIEN	Dan. str.	—	v. Döhren	MELCHERS & CO., LTD.	On 10th Dec.
SCANDIA	SCANDIA	Ger. str.	—	Bouman	BUTTERFIELD & SWIRE	Quick despatch.
TIJMAH	TIJMAH	Dut. str.	—	P. H. Roche	JARDINE, MATTHESON & CO., LTD.	On 27th inst., at 4 P.M.
PAOTING	PAOTING	Dan. str.	—	R. Hodges	SHEWAN, TOME & CO.	On 3rd Dec., at 3 P.M.
SIAM	SIAM	Dan. str.	—	Weigall	JARDINE, MATTHESON & CO., LTD.	On 4th Dec., at Noon
SOSHU MARU	SOSHU MARU	Jap. str.	—	F. Sembil	MELCHERS & CO., LTD.	Middle of Dec.
DALIJI MARU	DALIJI MARU	Jap. str.	—	A. Stewart	DAVID SASSOON & CO., LTD.	On 2nd Dec.
HAICHING	HAICHING	Brit. str.	2 h.	J. C. Richards	DAVID SASSOON & CO., LTD.	On 27th inst., at 3 P.M.
HAITAN	HAITAN	Brit. str.	2 h.	P. J. van Emmerick	JARDINE, MATTHESON & CO., LTD.	On 1st Dec., at 4 P.M.
LOONGSANG	LOONGSANG	Brit. str.	—	T. H. L. van Emmerick	JARDINE, MATTHESON & CO., LTD.	On 7th Dec., at 3 P.M.
KUBI	KUBI	Brit. str.	—	P. J. van Emmerick	JAVA-CHINA-JAPAN LINIE	Quick despatch.
TAMING	TAMING	Brit. str.	—	P. J. van Emmerick	BUTTERFIELD & SWIRE	On 23rd Dec.
MANILA	MANILA	Brit. str.	—	P. J. van Emmerick	MELCHERS & CO., LTD.	On 2nd Dec.
MANILA	MANILA	Brit. str.	—	P. J. van Emmerick	BUTTERFIELD & SWIRE	On 6th Dec., at D'light
MALINA	MALINA	Brit. str.	—	P. J. van Emmerick	MELCHERS & CO., LTD.	On 10th Dec.
SANDAKAN	SANDAKAN	Brit. str.	—	P. J. van Emmer		

